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[a23]

THE PSYCHOLOGY OF INSANITY. Hart.

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On the 8th inst., at No. 6, Macdonnell Road, to Mr. and Mrs. S. C. MACDONNELL, a son.

DEATH.

On the 1st of February, at Goodmayes, Essex, HERBERT GRIMBLE, aged 40 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 10th, 1913.

The Indian opium merchants can hardly derive much satisfaction from the statement made in the House of Commons last week by the Under Secretary of State for Foreign Affairs. Mr. Acland told the House that His Majesty's Government were of opinion that it is premature to consider whether the time had come when the arrangement made with China in 1911 should be reconsidered. "The Government still hoped that the Chinese Government would be able to carry out the Agreement. They were carrying it out," he said, "in certain provinces." It seems about time that His Majesty's Government should give up this forlorn hope, for it must be extremely difficult for any body to discern any eagerness on the part of either the central or provincial authorities to carry out the Agreement, and in that respect the position of the importing merchant has drifted from bad to worse. Mr. Acland further stated that he was not yet in a position to make a statement as to the effect of the suspension of the trade on the finances of India. It is gradually coming to be recognised that the issue regarding the stocks in the Treaty ports lies between Indian merchants and the Government of India. The Nation frankly admits that

"The Bombay and Calcutta dealers who have purchased the opium from the Indian Government, on the faith of treaty arrangements, have a clear case for financial compensation if the stocks they have shipped to the Treaty Ports can be disposed of neither in China nor elsewhere," Mr. T. C. TAYLOR, M.P., who is so prominently identified with the Anti-Opium League, has shown in a letter to the *Pall Mall Gazette* that he is equally interested in the question of "elsewhere," and the journal has this very striking comment on Mr. Taylor's attitude:—"He seems to see nothing sinful in flooding French Indo-China and Siam with the vast stocks of opium now piled high in the Treaty Ports. All he cares about is his beloved China. Presumably both Mr. Taylor and the Nation would say that the difference is that the French and Siamese Governments want imports of opium, whereas the Chinese Government does not. That is quite true, but the standpoint of the people who talk about 'elsewhere' is hardly consistent with the lofty morality which is supposed to have inspired the anti-opium agitation." But, reverting to the question as to who is to pay, it is all very well to say that the Government of India should make good the losses of the merchants, but the fact remains that the Government of India in selling the opium relied, as the merchants who bought it did, upon China's honour, upon her pledged word. Inasmuch as China has violated the agreement and by so doing has involved the Indian opium merchants in heavy loss, we should say that it is clearly to the Government of China that they should look for compensation. It has been pointed out that though Indian trade is booming, the Indian Exchequer is not flush enough to buy back ten million pounds' worth of opium without special measures; but, on the other hand, it is urged that if the Government of India stopped poppy cultivation now, it could slowly reimburse itself by disposing of the opium as occasion required within its own borders. Whatever decision may be reached as to the disposal of the stocks it rests upon the Government to see that the merchants who have bought opium from the Indian Government do not suffer heavy financial loss because China has deliberately broken her pledges and we do not see why the alternative should not be definitely put to China—Either fulfil the Agreement or pay the losses incurred through your refusal or inability to do so.

The appointment of His Honour Mr. H. H. J. Gompertz as Acting Chief Justice is notified in the *Gazette*.

The Chinese New Year has passed off very quietly. On Saturday the police had only nine prisoners from the city to place before the Magistrates.

An American has been arrested in Kowloon, a charge of stealing a bicycle and a clock from the Assembly Hall of the Higo Prefectural Government.

It is notified in the *Gazette* that at the expiration of three months the Sheung Po Company, Limited, Hongkong, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

The Chinese who stands charged with a number of burglaries in Kowloon was brought up before Mr. Hazeldan at the Magistrate's on Saturday, and remanded on the application of Sergt. Wilks, the hearing of the case being fixed for Tuesday afternoon.

It is notified in the Government *Gazette* that H. E. the Governor has been pleased to appoint Captain Claude Gregory Woodhouse, 126th Baluchistan Infantry, seconded from the Indian Army, to be Assistant Superintendent of Police for the New Territories, with effect from the 1st instant, until further notice.

The police have been informed by a Chinese shop-keeper at Yau-mat that an overcoat and other property valued at about \$100 have been stolen from a bed in his house. He suspects that the robbery was committed by a visitor who slept at his house and left rather suddenly.

A body has been picked up off Stone-cutter's Island and is supposed to be that of a man who was recently reported missing from the tug *Atlanta*. There was a mark on the shoulder which at first was thought to be a stab, but medical examination proved it to be due to decomposition.

The following amended regulation has been made by the Governor-in-Council under the Merchant Shipping Ordinance:—"The owner, charterer, or master of any steamship not exceeding 60 tons in the waters of the Colony, whether carrying passengers or not, is unseaworthy or unsafe by reason of overloading or from any other cause, shall be liable to a penalty not exceeding \$200 or to imprisonment, with or without hard labour, for any term not exceeding six months."

Captain E. M. Connolly, of the Royal Horse Artillery, has been appointed by H. E. the Governor to be his aide-de-camp in succession to Captain the Hon. Fitzroy Somerset.

Returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1913, as certified by the managers of the respective Banks:—

	Amount.	Specie
Chartered Bank of India, Australia, and China ...	\$ 6,640,127	\$ 4,000,000
Hongkong and Shanghai Banking Corporation ...	21,899,759	16,000,000
Merchants Bank of India, Limited ...	761,510	130,000
Total ...	\$ 29,311,396	20,130,000

* Securities with the Crown Agents, £258,000 and Rs. 200,000.

THE PHILHARMONIC CONCERT.

Concerts as a rule are so poorly attended in Hongkong that it must have been no less surprising than gratifying to the members of the Philharmonic Society to view from the stage of the Theatre on Saturday a crowded house, to listen to their production of Edward German's popular opera "Merrie England," adapted for the concert platform. It would be vain to hope for perfection in a local rendering of this work, but the audience was not a very discriminating one, and "encores" were the rule, though in some cases they must have been demanded more by way of encouragement to the singer than from an appreciation of the merits of the song. Of the soloists Mrs. Gask, who gave the waltz song "Who shall say?" and took part with Mrs. Platt, Mrs. Goldsmith and Mr. G. P. Lammett in the finale of the first part, was the most conspicuously successful. Mrs. Goldsmith and Miss L. White both sang very acceptably. Mrs. Robertson's nervousness spoilt the greater part of her song "She had a letter from her love"; and Mrs. Lamb's "O peaceful England" was utterly lacking in expression. Mr. George Lammett, whom it is always a great pleasure to hear, was not up to his usual form: he was husky, and, moreover, owing to the weakness of the male voices in the chorus he was evidently doing much more than should be expected of a soloist, and his songs suffered in consequence. In the finale "My troth I plighted" at the end of the first part he was distinctly good. The duet "Come to Arcadie," by Miss L. White and Mr. J. W. White, was very pleasingly given, and so was the duet "In the merry month of May" by Mrs. Hunter and Mr. W. Cawsey. We cannot say that the quintet "Love is meant to make us glad" or the song with trio "When Cupid first," were at all convincing. "The Yeomen of England," song and chorus, is one of the best numbers in the opera. Mr. R. E. White sang the song splendidly, and the chorus and orchestra, though both seemed rather weak for this chorus, well supported the soloist, and the number was received with vociferous applause. The final number on the programme, "Robin Hood's Wedding," by Mrs. Platt, Mrs. Gask, Mrs. Hunter, Mr. W. Cawsey and Mr. G. P. Lammett, was another very effective item, which met with an equally good reception. On the whole, the chorus work was excellently done considering the strength of the chorus—about fifty in all—and the orchestra, though somewhat weak, also did good work. The general public seldom realise the amount of labour that devolves upon the conductor in the production of a work of this character, and Mr. Denman Fuller, who specially orchestrated the work for local production and trained both chorus and orchestra, achieved results which merit the highest praise. The performance of "Merrie England" will rank as one of the best concerts ever given by the Philharmonic Society.

CHINESE INDUSTRIAL ENTERPRISES.

About a week ago, the local Chinese Chamber of Commerce received a telegram from the Ministry of Industry and Commerce informing it that of the industrial enterprises which that Ministry has decided to encourage and develop, cotton spinning and weaving business forms one of the principal kinds, and that the said Ministry proposes to have the largest and most well-known mills and factories of this industry, as well as the true quantity of cotton crops, investigated first, so as to use them as a basis for future development. For this purpose, Mr. Liao Hsien, secretary of the Industry Department, and Mr. Kuo Tsung-han, assistant secretary, have been appointed to make a tour of inspection in all important places. The Chamber is thus instructed to take notice and render them every assistance it can, etc. Messrs. Liao and Kuo have now arrived here. They called upon the President and Vice-President of the Chamber on Friday, and, after a consultation, decided to inspect the Kuyuan and Kungyi mills on the next day. The Chamber accordingly notified the mills concerned requesting that the officials be shown every civility.—*N.C. Daily News*.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ANGLO-GERMAN NAVAL UNDERSTANDING.

BRITISH SUPREMACY ACCEPTED.

POLITICAL SITUATION IMPROVED.

LONDON, February 8th.

Admiral Von Tirpitz, Secretary of State for the Navy, speaking in the Reichstag, recalled Mr. Churchill's declaration that a proportion of ten to sixteen between the German and British fleets would be acceptable for the next few years. Admiral Tirpitz affirmed that as head of the German Naval department he also would raise no objection to this standard.

Herr Jagow, Minister for Foreign Affairs, in his first speech in the Reichstag, emphasised the friendly relations existing between Germany and foreign countries, especially Great Britain, and confirmed Admiral Tirpitz's statement.

BRITISH PRESS VIEWS.

The speeches of Admiral Tirpitz and Herr Jagow are made features in the British Press. Comment is universally made that the speeches were made in the Budget Committee, and the secrecy of the proceedings is usually emphasised by a placard placed at the door reminding members that rigid silence must be observed regarding confidential proceedings and no notes must be taken. Hence in the absence of details comment in London is somewhat reserved, but the acceptance of British supremacy is welcomed as a harbinger of a further agreement and sincere friendship, to which the Anglo-German harmony and identity of interests in the Balkan crisis has paved the way. It is generally taken as granted that Germany will not take the Dominion ships into account.

The *Times* says: "It is impossible to read the words of Admiral Tirpitz as a binding acceptance of Mr. Churchill's offer. The speeches obviously were animated with a friendly spirit and may be intended to lead to such an acceptance, but our Berlin correspondent is doubtless right when he affirms that no agreement has been made on the subject and no negotiations begun with that object. British naval policy is based not on words but on the programmes of other nations." The *Westminster Gazette* considers that it will not be difficult to reach a settled policy convenient to both nations.

Mr. Garvin, in the *London Observer* asserts that any Government accepting Admiral von Tirpitz's proposal to England to limit building while Germany could build to any extent would be swept away. He says that Admiral von Tirpitz has chosen the critical moment when the Dominions were definitely tending to enter a naval partnership with the Motherland to impose a veto on the ideal of two keels to one as a standard for the whole Empire.

The Conservative evening newspapers say that this agreement is probably due to the Dominions' practical patriotism.

BRITISH SATISFACTION.

The German naval offer is the topic of conversation both in Germany and Great Britain, and there is much speculation as to the next steps. There is great satisfaction in Britain over Germany's change of attitude, and the British papers of all shades of opinion emphasise that Germany has spontaneously taken the initiative with an eye to her own interests and policy without any persuasion from Britain. It is pointed out that Admiral von Tirpitz's version of Mr. Churchill's statement is considerably inaccurate, especially as Mr. Churchill, in referring to our great superiority in vessels of the pre-Dreadnought era, said he must not be taken as agreeing to that ratio, but 16 vessels to 10 could be regarded as a sufficient preponderance in British naval strength as a whole. Mr. Churchill pointed out that as the value of pre-Dreadnoughts had declined the ratio of new construction must rise.

GERMAN PRESS VIEWS.

The Berlin press in commenting upon Admiral von Tirpitz's statement generally accepts the ratio of 16 to 10, giving British superiority.

Captain Persius, writing to the *Radical Tagblatt*, states that the declaration of Admiral Tirpitz is a complete break in the German view that the limitation of armaments is impossible. Captain Persius warns his countrymen against raising petty objections to the exclusion of the Colonial Dreadnoughts from the ratio.

The Conservative *Kreuz Zeitung* welcomes the dignified and friendly language in which the British press seems willing to clasp the hand stretched across the North Sea.

Count Reventlow, writing to the Conservative *Deutsche Tages Zeitung*, says that the ratio of 16 ships to 10 maintains the German "risk" doctrine, namely that the German navy must be so strong that it would be dangerous for the strongest power to attack. There was no question of a disarmament agreement.

The Conservative *Tagliche Rundschau* says that German policy is unchanged, the ratio at present being 21 to 10. The Conservative *Post* says the vital question of the whole business is the Colonial Dreadnoughts.

The Vienna *Neue Presse* declares that the general political situation is already essentially altered and improved by the statement made by Admiral von Tirpitz.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

FIGHTING RESUMED.

GENERAL SUCCESS OF THE ALLIES.

A telegram from Constantinople states that a considerable force is being collected in Asia Minor, and that it is proposed to place Enver Bey in command. It is intended to effect a landing near Rodosto or Midia to threaten the Bulgarian flank or rear. Apparently anticipating this, the Bulgarians have retired from Chatalja to near Chortlu.

FANATICISM FEARED.

Official reports of the fighting at Gallipoli make it clear that a reverse was sustained by the Turks, although details are lacking. The engagement was probably not serious, because it took place outside Bulair Lines, where the principal forces are still concentrated. It shows, however, that the fresh troops stood the baptism of fire badly, and it is feared that the Turks in seeking to stir war enthusiasm are more likely to cause dangerous fanaticism.

Considerable disquietude prevails in diplomatic circles and foreign warships are returning to the capital.

ADRIANOPLE HOLDING OUT.

It is believed that Adrianople will hold out for weeks, as horse and dog flesh has not yet been touched. It is felt, however, that the fall of Adrianople will clear the situation, as the Porte will then place itself unreservedly in the hands of the Powers.

The bombardment of Adrianople continues night and day. The damage is not important. The vigour and courage of the garrison is admirable. The enemy erecting fortifications on the heights south of the village of Xamlir in the vicinity of Gallipoli were bombarded by the Turkish army and fleet.

A later message states that the bombardment of Adrianople continues.

HELP FOR MONTENEGRINS.

A telegram from Cetinje states that King Nicholas received the Malissori tribe at Gruda. The proceedings were enthusiastic, and three thousand Malissori joined the Montenegrins outside Skutari.

SUCCESSFUL GREEK AVIATORS.

Two Greek naval men made a flight in a hydro-aeroplane from Lemnos and reconnoitred the Turkish warships and fortifications in the Dardanelles and at Gallipoli. They dropped four bombs and returned in safety, having accomplished 112 miles in 140 minutes. They describe the peninsula as a vast military arsenal.

According to messages from Constantinople the bombs from the aeroplane fell harmlessly on the sea shore.

OPERATIONS AT CHATALJA.

A message from Constantinople received at midnight on Friday states that it is officially reported that the enemy continue their retirement from Chatalja. There have been several fights. One in the vicinity of Palaia developed into a severe battle. All, however, ended in the retreat of the enemy. A Turkish warship bombarded the enemy from Buyuk Chekmedje.

A Sofia telegram states that the Turks on Friday advanced from Chatalja in three columns. The first, consisting of six battalions, advanced against Arnaukevi under cover of the guns of the fort and of two cruisers and two torpedo boats in Buyuk Chekmedje Bay. The Bulgarians made a counter attack and drove the Turks towards Buyuk Chekmedje bridge. A Turkish regiment from Gukobeli retreated in disorder, leaving their dead and wounded.

The two battalions from Baghchetsateni found the artillery fire too hot and retired beyond the Karasu River. The Turkish attempts in the Derkos district also failed. The Bulgarian aeroplanes throughout reconnoitred the Chatalja lines.

BULGARIANS DECLINE ASSISTANCE.

It is semi-officially denied in Sofia that Serbian reinforcements are being sent to Thrace, where the Bulgarians do not require any assistance.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FIGHTING AT SKUTARI.

A telegram from Belgrade reports that the Servians are actively engaged at Skutari and are meeting with considerable success. The scarcity of news from Thrace is causing dissatisfaction in view of the large numbers of Servians engaged.

A telegram from Podgoritz, the headquarters of the Montenegrin army, states that a Montenegrin gun sank two Turkish steamers on Lake Skutari.

A later message from Podgoritz reports that King Nicholas ordered a general advance against Skutari. His Majesty, who viewed the bombardment from the hill top, uncovered his head, and prayed "May God give the victory to my brave people." Bands played the National Anthem, and the spectacle was most impressive. The Serbian artillery was most effective and succeeded in silencing the Turkish battery at Muselim, which the Montenegrin infantry stormed and captured. The Turks made a sortie from the west, but were repulsed.

ROUMANIA AND BULGARIA.

A telegram from Bukharest states that the Roumanian Minister at Sofia has been instructed to resume negotiations regarding the frontier question, and also to urge Bulgaria as to the necessity for a speedy settlement.

GREEK PREMIER'S OPTIMISM.

M. Venezelos, the Greek Premier, has arrived at Salonika and was welcomed by the authorities and a crowd of thirty thousand people. In a speech he predicted that the war would speedily terminate in the defeat of the Turks and would be succeeded by a lasting peace.

KING FERDINAND.

A Sofia message reports that King Ferdinand has gone to the Army headquarters.

IMPERIAL WIRELESS TELEGRAPHY.

THE MARCONI CONTRACT.

LONDON, February 8th.

The Marconi Company has informed the Secretary to the Post Office that they have obtained legal opinion to the effect that the Company is entitled to intimate that unless Mr. Herbert Samuel, the Postmaster-General, is able definitely to confirm the contract by March 1st, the Company will treat the contract as ended.

NEGROES LYNCHED.

LONDON, February 9th.

A telegram from Houston in the State of Mississippi reports that a negro was lynched on Friday on suspicion of having murdered a white woman, who was found dead.

Another was lynched on Saturday on suspicion of being concerned in the same affair. He was chained to an iron post in the square, tar was poured over the piled-up faggots, and the brother of the murdered woman applied the light. The father of the woman ended the torture by shooting the negro.

SUFFRAGETTES SENTENCED.

LONDON, February 8th.

The Suffragettes appearing at the London Sessions have received sentences varying from five months to three months, in the second division.

BRITISH COLLIERY DISASTER.

LONDON, February 9th.

At Bolsover Colliery at Rufford a chain snapped and a bucket containing 800 gallons of water crashed to the bottom, 13 men being killed and three seriously injured.

GALES AT HOME.

LONDON, February 9th.

At the height of the gale at Liverpool a hopper dredger overturned in the Mersey, ten being drowned. Numbers of shipping casualties have taken place on the west coast.

THE GERMAN ARMY.

LONDON, February 7th.

Reuter's Berlin correspondent telegraphs that the *Taegliche Rundschau* states that the new Army Bill will add 90,000 men to the peace strength of the German Army.

TO VISIT EAST AFRICA.

LONDON, February 8th.

The Right Hon. Mr. Alfred Lyttelton and Mrs. Lyttelton start on Monday for a tour in British East Africa.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

INTERPORT FOOTBALL.

SHANGHAI, February 8th.
Hongkong to-day played the Pick of the League and won by three goals to nil. Early in the game Pearson scored, and later added a second goal from a penalty kick. In the second half Pearson completed the hat-trick. The visitors were much better than their opponents. The ground was very muddy.

[THROUGH BUTTER'S AGENCY.]

MORE SUFFRAGETTE OUTRAGES.

LONDON, February 8th.
On Saturday night two orchid houses in Kew Gardens were broken into, the glass smashed, and precious plants strewn everywhere. It is supposed to be the work of suffragettes. The curator cannot estimate the loss, but it represents a very large sum.

BRITISH TRADE RETURNS.

LONDON, February 8th.
The imports during the month of January show an increase of \$4,278,541 and the exports an increase of \$5,929,827. The chief increase in the imports was in cotton, which showed an advance of \$1,745,637. Cotton goods to the value of \$1,335,423 and coal valued at \$200,000 represented the chief increases under exports.

INTERNATIONAL RUGBY.

LONDON, February 8th.
In the international rugby match played at Dublin on Saturday afternoon England beat Ireland by 15 points to four.

COMPANY MEETING.

HUMPHREYS ESTATE AND FINANCE CO.

The annual meeting of the shareholders in the above Company was held on Saturday, in the Hongkong Hotel. Mr. H. Humphreys presided, and there were also present:—Dr. J. W. Noble and Mr. J. W. C. Bonnar (directors), Enos, Seth (secretary), J. A. Tarrant, J. M. E. Machado, E. T. Bunje, W. Rutter, D. E. Clark, C. B. Buyers and J. M. Hay.

The CHAIRMAN said:—Gentlemen, I propose with your permission to take the report and statement of accounts and the auditors' report as read. The net profit for 1912 is greater than any year since 1907 and shows an increase over 1911 of \$30,342.47. Rent account shows an increase of \$17,725.32, and this increase is not only likely to stay but should advance considerably during 1913. The items "profit on sale of properties" and "commission" may be classed as non-recurrent, not that they are necessarily so, but because there is no certainty of making profits under these headings in any one year. Turning to the other side of the profit and loss account you will see that repairs are up \$4,992.12. Advantage was taken of a fairly good year to thoroughly repair all our Chinese houses. The contract for this alone amounted to \$10,000, of which about \$3,000 will fall on 1913 account. Interest is also up \$1,013.98. Insurance reserve fund has been increased by \$1,636.35. This amount represents \$2,562.35 fire risks underwritten by ourselves less \$930 paid by us to reinsure No. 73, Kowloon City Road, so underwritten which was partially destroyed by fire on the 20th July last. Last year \$5,000 was withdrawn from this fund with the approval of shareholders and transferred to the credit of profit and loss account. In referring to this transfer at the last annual meeting I said, "As regards the withdrawal from reserve the amount is so small that there will be no difficulty in replacing it this year if things go on as they are going." Your directors think the present a suitable occasion to put back the money so withdrawn and I trust you will sanction the transfer. I have now dealt with all the items in the accounts which appear to me to require any explanation or comment, but perhaps a few words as to future prospects would be welcomed by shareholders. We have nearing completion 12 first-class European flats, four detached, two semi-detached and a block of three European residences with tennis courts. Of the houses five and of the flats four are already let. If they all fill up, as I think they will, they will be responsible for an increased rent roll of about \$2,250 per month. At the moment we are not embarking on any further extensive building operations. So many houses have been erected during the past year and so many are still in course of construction that it would be well to pause until at least we can judge whether the visible supply exceeds the demand. Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts.

Mr. Machado seconded, and the motion was agreed to.

The CHAIRMAN proposed the re-election of the retiring directors, Messrs. J. Scott Harston, J. W. C. Bonnar, W. L. Pattenden and Dr. J. W. Noble.

Capt. Hay seconded, and the motion was agreed to.

On the motion of Capt. BUNJE, seconded by Mr. Buyers, Messrs. W. Hutton Potts and H. Pery Smith were reappointed auditors at a remuneration of \$300.

The CHAIRMAN:—That is all the business, gentlemen. I am much obliged to you for your attendance. Dividend warrants will be ready on Monday and can be had on application at the Company's office.

RANDOM REFLECTIONS.

Those who thought that China New Year was to disappear at once at the decree of Peking must now acknowledge that they were mistaken. So far as Hongkong was concerned the old festival was celebrated with even more enthusiasm than in previous years, and the same seems to be true of most places in the Republic itself. The efforts of the Peking Government to suppress the observance of the old style New Year seems to have had a contrary result to that in view, and though the change of calendar will no doubt be generally adopted in time, some regard should be had to the wishes of the masses, who, though perhaps not opposed to the change of calendar, evidently wish to enjoy their time-honoured festival.

A few weeks ago I referred to the fact that the Old Style Christmas and New Year were observed fairly generally throughout the eastern part of Europe, and I mentioned that in some of the outlying parts of Scotland the Twelfth of January is still observed as Old New Year's Day. In recent papers I noticed that the people in some of the Hebridean Islands rather than divide the community over the New Style and the Old Style New Year's Day celebrate both. Surely, this may be taken as an indication of what will happen with the Chinese? They will undoubtedly celebrate both. But which they will celebrate the more is perhaps difficult to anticipate.

The celebrations which took place in Germany during the past week in connection with the centenary of the War of Liberation recall that 1813 is remembered by sons of the Fatherland as the "iron year." The order of the Iron Cross was instituted then, and great sacrifices were demanded of the people. One of the most interesting was that every married man, who in Germany wear a marriage ring, had to give up his gold ring, receiving in exchange an iron ring. Happily, no such sacrifices are demanded nowadays, and though war is ever imminent the victories of peace are becoming more attractive.

British politics must possess an interest for many in the Colony, and perhaps they will appreciate the pun which has been sent me by a correspondent. He refers to the Welsh Disestablishment Bill and declares that "Mr. Lloyd George makes the Welsh Church-ill." I suppose he offers no apologies to the youthful Winston.

I saw the *Daily Press* suggested that it was not at all unlikely that Mr. E. Osborne, who has retired to live in England, may some day find a place in Parliament. He followed Mr. Gershom Stewart in the Legislative Council, and I should not be surprised if he followed him to Westminster. By the way, his departure leaves a vacancy on the Legislative Council, and, with the absence of the Hon. Mr. Pollock the personnel of the unofficial representation will show a very marked change this year.

As the Colony has been discussing tin prospects in the New Territory it may be of interest if I quote something on the subject of tin prospecting as it was conducted in Cornwall in the olden days. According to Carew's Survey, having discovered shod—the tin stone washed to smoothness by the wear and tear of water—which "either lieth open on the grass or but shallowly covered, they conjecture by the sight of the ground which way the flood came that brought it thither, and so give a guess at the place whence it was broken off. There they sink a shaft or pit of five or six feet in length, two or three feet in breadth and seven or eight in depth, to prove whether they may so meet with the lode. By this shaft they also discover which was the quick ground (as they call it) that moves with the flood, and which the firm, wherein no shod doth lie. If they miss the lode in one place, they sink a like shaft in another beyond that, coming further up towards the hill, and so on third and fourth, until they light at last upon it. But you may not conclude that every likelihood doth even prove a certainty; for divers have been hindered through bestowing charges in seeking and not finding; many undone in finding and not speeding, whilst a fair show tempting them to much cost hath, in the end, failed in substance and made the adventurers bankrupt of their hope and purse."

RODERICK RANDOM.

BOYCOTT ORDINANCE SUSPENDED.

The operation of the Boycott Ordinance has been suspended from the 7th inst., and the proclamation declaring the Colony subject to the provisions of sections 7 to 14 of the Peace Preservation Ordinance has been rescinded.

THE NEW TERRITORIES TIN ENTERPRISE.

STATEMENTS PRO AND CON.

On Saturday we promised the publication to-day of a few comments upon the prospectus of the New Territories (Hongkong) Tin Dredging Company, Limited—a subject of great public interest, because if the enterprise is as sound as the prospectus represents, and if tin is present to the same extent in the adjoining land, the Colony would be in the way of gaining a very important asset, as the royalty of 5 per cent. on the output would add substantially to the Government revenues and spare the community from the nightmare of increased taxation. Therefore, a sound enterprise of this character is one to be welcomed with enthusiasm. Is the tin dredging project to which the public are now invited to subscribe the sound proposition that the promoter's expert adviser represents it to be? That is the question which interests the investing public; and it has frankly to be stated that many of the Colony's leading men absolutely distrust the prospectus and would not risk a dollar in the venture. Old residents recall a long list of mining enterprises elsewhere in which Hongkong has lost a large amount of capital on the strength of prospectuses equally alluring. Jelebus, Imurus, Olivers, Caledonians, Punjoms—these and others readily occur to the mind, including a silver and a lead mine within the boundary of the Colony. We are not competent to say whether the New Territory enterprise is one of this ilk or a Bonanza; but the past experience of the Colony in mining ventures emphasises the need of great caution, and we propose to lay before our readers very frankly the two opposing views on the new project, and with both sides of the question before them they will be in a better position to decide as to whether they will subscribe to the capital of the Company or leave it severely alone.

AGAINST THE VENTURE.

1.—The first point on which the venture is condemned is that the prospectus has been issued upon the unsupported testimony of Mr. George Lanzius, mining engineer, and the investing public naturally asks the question:—What qualifications does Mr. Lanzius possess that the public should be asked to accept the statements in the prospectus upon his unsupported authority? Does he enjoy a reputation in the mining world, and even in the Colony where he has resided off and on for a number of years, that warrants the public in placing implicit trust in his unsupported reports? (The reply to this and all other questions is given in the section of this article in which we give the views of the supporters of the Company.)

2.—If the promoters were so confident that the venture is a sound one, why, before floating the Company, did they not go to the comparatively small cost of getting from the great tin-mining centre of the Straits Settlements an experienced tin-mining expert to go over the ground with his own analyst? If that had been done and their reports had confirmed the opinion that there is good tin all over the one square mile which the new Company proposes to acquire from Mr. Barretto, then the position of the promoters in going to the public for capital would be immensely strengthened. Mr. Lanzius' name figures in the Memorandum of Association as one of the founders of the Company. Therefore, greater confidence would have been felt in the reports of an experienced tin-mining engineer having no other interest in the concern than the ordinary remuneration for investigating and reporting on the proposal.

3.—It is well-known that Chinese are largely interested in tin-mining in the Straits Settlements. Tin is coming now to the Colony from Yunnan in large quantities for export to Europe and America. We understand that about 12,000 tons came to Hongkong from Yunnan last year. Consequently, the Chinese are keenly alive to the fact that there is money in tin. It has been no secret among the Chinese that there is a certain amount of mineral wealth in the New Territory: how is it that they have not worked this tin if it is there to the extent revealed in the prospectus of the new Company?

4.—The prospectus represents that the concentrates contain 69 per cent. of tin. It is currently reported that an independent analysis made in the interests of a prospective investor showed only 12 or 13 per cent. of tin.

5.—Many condemn the venture on the ground that the price it is proposed to pay to the vendor is preposterously out of proportion to the value which will be received by the public who subscribe, i.e., Mr. Barretto is to receive shares of the value of two-thirds of the nominal capital of the Company. We have heard it said that a similar tract of land of the same formation, adjoining this mining area, can be obtained for \$50,000.

6.—The working capital (\$70,000) is considered to be ridiculously inadequate.

7.—Supposing the price of tin fell again to say, \$150 a ton, or less, what would be the position of the company then?

The above represent the main arguments against the venture.

FOR THE VENTURE.

Now for the replies to the arguments against the venture, and in setting them forth we should explain that they are not the statements of a single individual, but the substance of what we have gathered by inquiry from various sources.

1.—The reply to the query as to the qualifications of Mr. Lanzius is that he has been a mining engineer all his life; that he was engaged in that capacity for a number of years by Sir Paul Chater investigating mining possibilities in the New Territory and elsewhere; and a mining expert who is good enough for Sir Paul Chater is considered good enough for the promoters of the new Company. Mr. Lanzius, we are informed, discovered tin in the district some years ago, and advised Sir Paul Chater accordingly. As, however, the tin was not in lodes, but was "essentially a dredging proposition," it did not commend itself to Sir Paul Chater's judgment. Any mining engineer, it is contended, is competent to say whether there are tin deposits in a given area, and whether the concentrates are to be found in one small patch or all over the area. Mr. Lanzius reports that he has made numerous diggings all over the area, with satisfactory results. The analysis of the tin concentrates "so far recovered" has been reported upon as giving a percentage of 69 per cent. of metallic tin. Employing sixty men, Mr. Lanzius says he has succeeded in recovering 200 pounds of tin concentrates per day; and though he says that he had got places carrying up to eight pounds of concentrates to the cubic yard of gravel, and that from 60 cubic yards he has recovered 300 pounds of tin of 69 per cent. (i.e., an average of 5 lbs. to the cubic yard), the financial statement in the prospectus is based upon an average of only 1½ lbs. to the square yard, and yet gives a profit of 30 per cent. on the total nominal capital.

2.—The promoters are ready to admit that a report from another mining engineer, if it confirmed that of Mr. Lanzius, would greatly strengthen their position, but they have seen no reason for doubting the facts as to the presence of alluvial deposits of tin all through the ground of the concession. This has been tested by people interested, and we are informed that the analyses have been made, not from carefully selected samples, but upon the heap, so to speak. As, however, many persons have represented to the directors the advisability of having a further investigation made by an expert from the Straits Settlements, they have made arrangements accordingly, and the Company will not proceed to allotment until this expert's report has been received. It is expected that the expert will arrive in about ten days' time.

3.—It is no valid argument against the venture to say that because Chinese miners have not hitherto interested themselves in the project, that it is therefore worthless.

4.—The promoters have knowledge of the report by an independent analyst who is stated to have found only 13 per cent. of tin instead of 69 per cent. but they are quite satisfied with it provided it is explained that this was an analysis of surface tin, which has a large admixture of iron. The deeper the shafts go, the coarser are the grains, which on analysis have shown fully 70 per cent.

5.—Regarding the objection to the price to be paid to the vendor, it is replied that the fact must not be overlooked that Mr. Barretto has mining rights over a total area of five square miles, and that it is part of his undertaking with the projected Company that in the event of the remaining four square miles or any portion thereof being disposed of to any person, syndicate, or Company, the vendor will deliver to this Company, for distribution amongst the then shareholders thereof, one-third of the purchase price, whether in cash or in shares, which he may receive as a consideration for his disposal of such rights, or part of them. Now, it is argued that by entering into this agreement Mr. Barretto is doing worse for himself than if he had said:—"I will take only \$250,000 instead of \$500,000 for this concession, and reserve to myself the full rights over the remaining four miles." The effect of the arrangement is that although Mr. Barretto, as being two-thirds of the pioneer Company, will receive two-ninths interest in each mile of the Concession he disposes of and is thus transferring money so to speak from his left pocket to his right, the other shareholders are at the same time getting a free gift of one-ninth interest in each of the several concessions. Negotiations,

we understand, are already in progress for an option over the whole of the remaining portion of the Concession, on account of a powerful syndicate, and it is probable that the option will be given. The reference to an "adjoining tract" which can be obtained for \$50,000 is not understood by the promoters. There is no adjoining tract; for they have the mining rights over the entire valley which is surrounded by high hills. If tin is present in the soil to the extent indicated in the prospectus, it must be admitted half a million dollars is a small price to pay for it. It has further to be stated that the results already obtained have been won by crude methods of working, and it is anticipated that when a concentrating table is in use the yield of tin will be found to be larger.

6.—As to the working capital, the directors are satisfied that \$70,000 is adequate provision. Many people are judging this proposition by French figures. At the Tronoh Mines, it is said, some ten thousand coolies are employed, and the yield of tin per cubic yard is said to average 6 lbs., as compared with 1½ lbs. estimated by the New Territories Company. No comparison is possible, however, between the two enterprises. One is a mining proposition, the other is simple dredging, and the estimate of \$3,000 per month for the dredge and management at the mines is regarded as liberal.

7.—The directors are satisfied that even if the price of tin fell from \$250 a ton to \$100—a very unlikely event—that the Company would still be able to pay its way. Mr. L. G. Chiozza Money, M.P., on page 251 of his recently published book "Things that matter" remarks:—"Unless Science vigorously comes to the aid of industry the trend of metal prices must be upward. Tin, for example, is now worth about \$200 a ton, and is well on the way to becoming a precious metal. There may be an iron famine within thirty years."

To the above we need only add a reference to the stringency of the new Company Ordinance which makes directors of companies liable to pay compensation to all persons who subscribe for any shares on the faith of a prospectus for the loss or damage they may have sustained by reason of any untrue statement therein, "or in any report or memorandum appearing on the face thereof," if it is proved that the director, promoter or person who authorised the issue of the prospectus had no reasonable ground to believe that the person making the statement, report or valuation, was competent to make it. The Company is incorporated under this new Ordinance, and that fact is in itself an assurance that the men who are launching the venture have a firm faith that in the words of their expert adviser "the property is a valuable one."

TRAINING NOTES.

The atmospheric conditions were perfect on Saturday morning and the course was fast, as is evidenced by the capital performances of the most fancied Derby griffins.

Jambolini's finish raised him much in popular estimation.

Sweet Sultan's fine gallop over 1½ miles leads one to expect that he will be chosen as Mr. Burkill's mount to race for Derby honours for Sir Paul.

Mr. David's Sir Bedivere also shared of the honours, and John Peel's Ben Vixen II. attracted attention after his fast gallop of 1½ miles, last mile 2.15, the second best record of the morning.

DERBY GRIFFINS.

Sir Bedivere, 1½ m., 40, 1.15, 1.48.1, 2.21.2, 2.54; last quarter 32.5.

Fijian Chief, 1½, last 3, 30.3, 1.11.4, 1.44; last quarter 32.1.

Bengain, 1½, 35, 1.10.1, 1.45, 2.20.3, 2.55; last quarter 34.2.

Bruno, 1½, last 1½, 38, 1.14.1, 1.51, 2.27.1, 2.59.3; last quarter 32.2.

Sweet William, 1½, 40, 1.17, 1.54.2, 2.31.4, 3.06.3, 3.38.3; last quarter 32.

Jambolini, 1½, 45.2, 1.20, 1.55.1, 2.30.2, 3.03, 3.35.2; last quarter 32.2.

Sir Beaumaris, 1½, last 1½, 33.3, 1.08.2; last quarter 34.4.

Sweet Sultan, 1½, last 1½, 41.1, 1.20.3, 1.57, 2.30.3, 3.07.2, 3.39; last quarter 31.3.

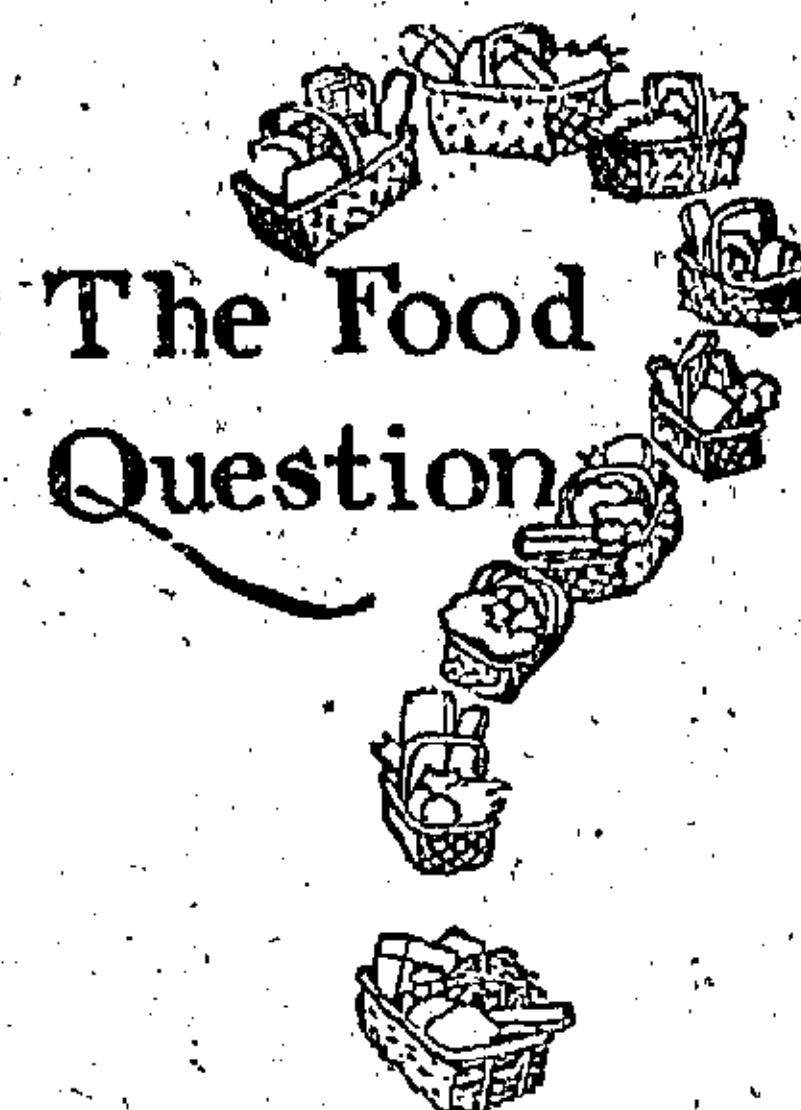
Sunlight, 1½, last 1½, 36, 1.12.3, 1.49.3, 2.24.3, 2.57.1; last quarter 32.3.

Ben Wyvis, II., 1½, last mile 2.15; last quarter 31.3.

Mr. M. B. Yung, a Cantonese civil engineer who was brought from the United States to superintend the reconstruction of Hankow city on modern lines, has resigned finally from the position of Engineer-in-Chief of the construction work, says a Hankow paper. Mr. Yung has met with continual opposition since his arrival in Hankow and, seeing practically no hope of achieving anything effectual, he decided to give up his post.

INTIMATIONS

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OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

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PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, TO-DAY (MONDAY), 10th FEBRUARY, 1913, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 1st February, to MONDAY, 10th February, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY & NORTHCOOTE,
Acting Secretaries to the
HONGKONG LAND INVESTMENT & AGENTS
Co., Ltd.,
Agents for the
KOWLOON LAND & BUILDING Co., Ltd.
Hongkong, 25th January, 1913. [230]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Massillon, TO-MORROW (TUESDAY), 11th FEBRUARY, 1913, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th January to the 11th February, 1913, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [186]
Hongkong, 14th January, 1913.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of FEBRUARY, 1913, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1912.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10th February, to SATURDAY, the 22nd February, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABE,
Chief Manager. [274]
Hongkong, 5th February, 1913.

GREEN ISLAND CEMENT CO., LTD. LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHARLES HOPKINS SHIELDS of Canton a DUPLICATE CERTIFICATE of 100 Shares in this Company, or other Certificate or Certificates in lieu thereof, upon a Statement that the Original Certificate No. 10814-100 Shares Numbered 23327/23336 and dated 20th March, 1912, has been LOST or DESTROYED.

AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers. [216]
Hongkong, 21st January, 1913.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of Messrs. SHEWAN, TOMES & Co., at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 12th day of February, 1913, at 12 o'clock Noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January, 1913, will be submitted for confirmation as Special Resolutions:

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITELEY, Noble, the Honourable Mr. EDWARD OSBORNE, and the Honourable Mr. HENRY EDWARDS, all of the Colonies of Hongkong, and the Colonies of the Green Island Cement Company, Limited, at the Annual General Meeting of that Company held on the Twenty-fifth day of March, 1911, of the one part and SHEWAN, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, as supplemented by a letter bearing date the Eighth day of May, 1912, and addressed by the said SHEWAN, TOMES & Co., as such General Managers, as aforesaid, to the above-named Members of the above-mentioned Committee and by the letter of such Members in answer thereto bearing date the 14th day of May, 1912, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.
2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been subscribed by Messrs. SHEWAN, TOMES & Co., as General Managers of such Company, and which may be inspected by any Shareholder of the said Company at the Office of the said General Managers at St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, or at the Office of Messrs. DRACON, LOCKER DEACON & HARTON at No. 1, Des Voeux Road (Cent.), Victoria aforesaid, on any week-day between the hours of 10 a.m. and 4 p.m.) be and the same are hereby adopted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

SHEWAN, TOMES & Co.,
General Managers,
GREEN ISLAND CEMENT CO., LTD.
Dated this 27th day of January, 1913. [24]

LOCAL SPORT.

LEAGUE CRICKET.

KOWLOON "B" HONGKONG "B."

This match was played on the H.K.C.C. ground on Saturday and resulted in a win for the home team. Scores:—

KOWLOON.				
J. P. Robinson, c and b Dodwell	10			
W. E. Dixon, c S. S. Moore, b Maas	0			
Capt. Liddell, c H. Hancock, b Maas	2			
Eng. Lt. Smith, b Dodwell	9			
J. H. Mead, run out	3			
W. L. Weaver, c Rodgers, b Maas	21			
F. Sutton, c Fowler, b Maas	23			
K. R. Macaskill, c H. Hancock, b Dodwell	41			
Capt. Wood, c Fowler, b R. Hancock	8			
H. S. Rouse, l.b.w., R. Hancock	13			
B. D. Evans, not out	0			
Extras	6			
Total	131			

Bowling Analysis.				
	O.	M.	R.	W.
Maas	10	0	59	4
Dodwell	14	2	41	3
Fowler	4	0	18	0
R. Hancock	1.1	0	7	2

H.K.C.C. "B."				
A. A. Claxton, c Smith, b Weaver	0			
S. S. Moore, c Macaskill, b Weaver	0			
Lt. Paske, c Rouse, b Macaskill	11			
R. Hancock, l.b.w., b Evans	53			
H. Hancock, c Macaskill, b Dixon	30			
S. H. Dodwell, b Dixon	9			
E. A. Maas, c Macaskill, b Weaver	9			
E. A. Fowler, b Weaver	4			
R. P. Thurstield, b Dixon	1			
A. O. Lang, b Dixon	13			
G. W. Rodgers, not out	1			
Extras	17			
Total	179			

Bowling Analysis.				
	O.	M.	R.	W.
Macaskill	10	1	51	1
Weaver	10	0	52	4
Evans	3	0	16	1
Dixon	9.4	1	33	4

H.K. POLICE v. HONGKONG "A."

This match was played at Happy Valley on Saturday. Scores:—

H.K. POLICE.				
King, b Batson	1			
Pitt, c and b Warburton	8			
Grimmett, b Donnelly	9			
Booker, c Joseland, b Batson	10			
McLennan, c and b Donnelly	11			
Woodcock, b Batson	0			
Fowler, b Batson	0			
Deveney, l.b.w., Anderson	2			
Cooper, b Donnelly	4			
Reynolds, not out	4			
Kerr, b Donnelly	1			
Extras	1			
Total	53			

Bowling Analysis.				
	O.	M.	R.	W.
Batson	7	2	10	4
Donnelly	7.1	1	11	4
Anderson	3	0	10	1
Warburton	3	0	21	1

HONGKONG "A."

Clark, c Fowler, b Grimmett	15			
Warburton, b Kerr	5			
Crowe, c and b Grimmett	12			
Batson, c Grimmett, b Kerr	19			
Joseland, b McLennan	8			
Gillingham, c Fowler, b McLennan	17			
Donnelly, b McLennan	3			
Turner, b King	3			
Anderson, b King	4			
Reynolds, not out	26			
Pearce, stumped, b Woodcock	39			
Extras	10			
Total	159			

OTHER CRICKET.

KOWLOON "B" v. R.A.M.C.

A friendly match between Kowloon "B" team and R.A.M.C. was played at Kowloon on Saturday. Scores:—

R.A.M.C.				
Pte. Hibbard, b Overy	15			
Lieut. Corpl. Hill, b Overy	13			
Pte. Waterson, c Wolf, b Raven	39			
Wrightgale, b Croucher	39			
S. M. Edser, b Wilkie	21			
Pte. Gibbert, c and b Croucher	14			
Sgt. Moore, l.b.w., Wilkie	0			
Sgt. Robinson, b Wolf	1			
Pte. Tomson, b Croucher	3			
Pte. Banford, c Elson, b Wolf	0			
Pte. Evans, not out	1			
Extras	9			
Total	116			

Bowling Analysis.				
	O.	M.	R.	W.
Wolf	6	1	30	2
Overy	4	0	29	0
Townend	4	0	17	1
Raven	3	0	16	3
Croucher	4	0	16	3
Wilkie	3	0	4	2

KOWLOON "B."				
W. T. Elson, b Hill	29			
L. M. Whyte, l.b.w., Waterson	1			
P. W. A. Wilkie, run out	26			
L. F. Townend, c Moore, b Waterson	0			
G. Wolf, c Moore, b Waterson	2			
N. Croucher, b Waterson	1			
H. Overy, c Moore, b Waterson	49			
A. R. F. Raven, c and b Waterson	6			
E. J. Edwards, not out	0			
E. F. Gibson, c Hibbard, b Waterson	0			
G. May, not out	10			
Extras	10			
Total	131			

CHINESE RECREATION CLUB SPORTS.

The first annual sports promoted by the Chinese Recreation Club took place on Saturday afternoon on the beautiful grounds at Causeway Bay and in the presence of a large gathering of spectators, which included many leading Chinese and many Europeans. Among those present were Sir Kai Ho Kai, Hon. Mr. Wei Yuk, Hon. Mr. Chatham and Mrs. Chatham, Bishop Lander, Archdeacon Barnett, Professor C. A. M. Smith, and others.

The programme of sports, including running, cycling, jumping, and tug of war, as well as races for boys and girls, proved very interesting, and competition in every event was very keen. There were not so many athletes on the field as might have been expected, owing to the fact that a number were absent at Manila representing the Chinese in the Eastern Olympiad. In these circumstances the times were not

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Benger's Food is specially prepared to build up the weakened digestive system, and to promote a high state of bodily nutrition while doing so.

It is the only food enabling rest and regulated exercise to be given to the digestive functions. Benger's is not a predigested food, nor does it contain dried milk. It is made with fresh milk, and forms a creamy and delicious cream with a delicate biscuit flavour. Patients never tire of it.

but, on the contrary, continue to enjoy it.

Every household should possess a copy of "BENGER'S FOOD," and how to use it—FOR INFANTS, INVALIDS, AND THE AGED. For Full Particulars, apply to the BENER'S FOOD LTD., One World, MANCHESTER, ENGLAND.

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In these circumstances the times were not so good as would have been the case in other circumstances. Cinematograph pictures were taken of most of the events, two machines being engaged. The Chinese Y.M.C.A. band discoursed selections during the afternoon, and refreshments were dispensed in the club house.

At the close the prizes were presented by Lady Kai Ho Kai.

THE DONALD DINNIE TESTIMONIAL FUND.

We have received the following communication from 12, Bursleigh Street, Strand, London, W.C.2:

A generation ago the name of Donald Dinnie was a household word, not in Scotland only, but throughout the world of athletics. He was the greatest all-round champion we have ever known. There was scarcely any branch of athletics in which he did not excel, and his strength feats were phenomenal. Wherever Scotsmen are to be found—in other words, from the North to the South Pole—his name will never cease to be honoured for the lustre his prowess has shed upon that "Land of Brown Heath and Shaggy Wood" from whence so many heroes have gone forth conquering and to conquer.

We do not wish to wait until he is no longer with us, we desire that in his lifetime he shall realize how much and how sincerely we honour him.

It shall never be said that another generation has arisen that knows not Dinnie; and now that in the evening of life (the grand old athlete is now 70 years of age) he finds himself, through sheer misfortune, very badly off in this world's gear, his fellow-countrymen are gathering together to give him a helping hand.

The Donald Dinnie Testimonial Fund, inaugurated by a strong and influential Committee, is already meeting with a widespread and liberal response throughout the Empire, and the Scottish and athletic Clubs are rallying round us nobly.

We fervently hope by our united efforts to raise a sum of money sufficient to ensure Donald Dinnie's comfort and happiness for the remainder of his days. Remember this, contributions to the fund, however small, are welcome, for "many a mickle make a muckle."

We appeal to every "brither Scot" to help us now. Contributions to the Fund may be sent to the Editor of this journal, or direct to the Hon. Treasurer, Mr. R. W. Cameron, 397, Queen's Road, New Cross Gate, S.E., or London and South Western Bank, New Cross Branch, S.E.

So gie's your haum, oor-trusty friends, Let's hae your siller fane.

And do a deed o' kindness.

For Auld Lang Syne.

The letter is signed by T. M. Barbour, Chairman of Committee; J. R. Smith, vice-chairman; R. W. Cameron, hon. treasurer; E. Stewart Smith and C. J. Gardner, hon. secretaries.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Devanha* left Singapore for this port on the 6th February, at 9 a.m., with the outward English mails, and is due here on the 14th February, at about 6 a.m.

The N.Y.K. str. *Kaga Maru* (European Line) left Shanghai for this port on the 7th February, and is expected here on the 18th February.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 6th February, and is expected here on the 18th February.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 6th February, and is expected here on the 20th February.

The N.Y.K. str. *Wakasa Maru* (Bomby Line) left Singapore for this port on the 5th February, and is expected here on the 11th February.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port on the 7th February, at noon, and is expected here on the 16th February.

The N.Y.K. str. *Senaki Maru* (Bomby Line) left Kobe for this port on the 7th February, and is expected here on the 14th February.

The cargo of Silk shipped on board the str. *Calcedonien*, which left this port on the 31st December, 1912, was delivered in Lyons on the 4th February.

The Hansa str. *Goldenfels* left Shanghai on the 8th February, at noon, and may be expected here on or about the 11th February, a.m.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 8th February, at 11 a.m., and may be expected here on or about 3rd March.

The H.A.L. str. *O. J. G. Ahlers* left Singapore on the 8th February, p.m., and may be expected here on or about the 14th February.

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YOU.

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S. MOUTRIE & Co., Ltd. [251]

AUCTIONS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 10th day of February, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND near Ship Street, and below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, commencing from 18th September, 1899, and 16th February, 1913, respectively, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS

No. of Lot	Regulatory No.	Locality	Boundary Measurements	Contents	Area	Value
1	No. 1011	Adjoining Inland Lot No. 1010, Ship Street, 1912	100 feet by 70 feet	10,000 sq. feet	1,470	
2	No. 1012	Adjoining Inland Lot No. 1011, Ship Street, 1912	100 feet by 70 feet	10,000 sq. feet	1,470	
3	No. 1013	Adjoining Inland Lot No. 1012, Ship Street, 1912	100 feet by 70 feet	10,000 sq. feet	1,470	

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION at Singapore on 25th February, 1913, S.S. "ALEXIE MOERCH," Reg. Tons 1,32 Gross, 833 Net, as she is lying at present at Bracket Point, Pulau Bintang, about 42 miles East of Singapore.

Private bids will be received before the date of the Auction and intending buyers are requested to communicate with Messrs. BERN, MEYER & Co., of Singapore.



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N^o. 21, SHELLEY STREET.

"CRAIG RYME," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lanes; Fine Situation.

No. 192, THE PEAK, Furnished, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden.

3, DES VUEX VILLAS, No. 52, PEAK, 5 ROOMS.

No. 6, DES VUEX VILLAS, 58, THE PEAK, from 1st March, 1913. Promises will be thoroughly repaired, painted and colourwashed.

From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS. To Let or For Sale. "GLENHILL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913.

For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 8th February, 1913. [64]

OFFICES TO LET.

FIRST-CLASS Central Accommodation Light and Airy, on FIRST and SECOND FLOORS, in New Building being erected for Messrs. WHITEHEAD & CO., LTD. Entrance from Des Vaux Road, Electric Lift to all Floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices, MESSRS. PALMER & TURNER, Alexandra Buildings, 3rd Floor, Hongkong, 21st December, 1912. [75]

TO LET FURNISHED.

For Six Months from 8th April.

N^o. 88, THE PEAK. Apply—

Col. IRWIN, 88, The Peak, Hongkong, 5th February, 1913. [26]

TO LET.

A T KOWLOON, EXCELLENT FURNISHED FLAT, Humphreys Building, Ground Floor, suitable 2 Bachelors or Married Couple. Immediate Possession. Terms Moderate.

Apply— "C. G. W.", Care of "Daily Press" Office, Hongkong, 5th February, 1913. [25]

TO LET—FURNISHED.

From 7th May, for 7 Months.

N^o. 1, MOUNTAIN VIEW, THE PEAK. Apply to—

Messrs. JOHNSON, STOKES & MASTER, Prince's Building, 100 House Street, Hongkong, 18th January, 1913. [23]

TO LET.

N^o. 2 WEST END TERRACE, SHAMSHU. From 1st May, 1913.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st February, 1913. [65]

TO LET.

ON 2nd FLOOR, No. 2, PRINCE STREET, ONE-BEDROOMED OFFICE.

Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [66]

TO LET.

STORE To Let, in the Very Finest Position.

Apply at once—

"PROMINENCE," Care of "Daily Press" Office, Hongkong, 4th February, 1913. [266]

TO LET.

N^o. 12, QUEEN'S ROAD CENTRAL, SHOP and GODOWNS at present occupied by Gande, Price & Co., Ltd.

No. 12 and 14, QUEEN'S ROAD CENTRAL, OFFICES.

No. 5, STEWART TERRACE, from 1st March, 1913.

Apply to—

"Y. Z.", Care of "Daily Press" Office, Hongkong, 4th February, 1913. [268]

TO LET.

LARGE SUBSTANTIALLY - BUILT GODOWN, situated on Water Front, East Point.

For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, 15th August, 1912. [67]

TO LET.

SHOP in ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 27th November, 1912. [69]

TO LET.

N^o. 27, ROBINSON ROAD, SIX ROOMS, with Out-house, Commanding a Fine View of the Harbour.

Apply to—

F. X. D'ALMEIDA & CASTRO, 35, Queen's Road Central, Hongkong, 18th January, 1913. [204]

TO LET.

UNFURNISHED, 6, Mountain View, Peak, containing SIX ROOMS.

Apply—

W. R. LOKLEY & Co., York Buildings, Chater Road, Hongkong, 17th December, 1912. [72]

TO LET.

OFFICES or STOCK-ROOMS, ONE LARGE ROOM and SMALL PRIVATE ROOM; Very Central.

Apply—

Care of "Daily Press" Office, Hongkong, 29th January, 1913. [245]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship "PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents, Hongkong, 3rd February, 1913. [4]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

FROM MIDDLESBROUGH, ROTTERDAM, HULL, LONDON, COLOMBO AND SINGAPORE.

THE Steamship "GLENLOGAN,"

Captain McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 10th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd February, 1913. [265]

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship "INVERCLYDE,"

Captain D. Mansfield, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 12th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 5th February, 1913. [280]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENVENUE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th February, 1913. [281]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship "TRANQUEBAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents, Hongkong, 7th February, 1913. [282]

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th FEBRUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 7 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departure from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [51]

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYOKISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU, 22,000 tons.

S.S. CHIYO MARU, 22,000 tons.

S.S. SHINYO MARU, 22,000 tons.

AND

S.S. NIPPON MARU, 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depot.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal George of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

75, MAIN STREET, YOKOHAMA,

AND KING'S BUILDING, HONGKONG

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE, via SINGAPORE, PENANG, COLOMBO, ADEN, SUVAZ and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 P.M.

S.S. "AFRICA," 8,840 tons, will leave as above on 13th Mar., at 5 P.M.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at D'light.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No smut, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVAZ and PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Feb.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED. CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Hongkong, 30th January, 1913. Prince's Building. [52]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMSHIP TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, "NIPPON" 7,300 About 7th Mar.

Kobe and MOJI "NIPPON" 7,300 About 7th Mar.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co., YOKO BUILDINGS, Top Floor.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	—	First half of February.	JAPAN	First half of February.
TJIBODAS.	JAVA	First half of February.	SHANGHAI	First half of February.
TJIMAH.	—	First half of February.	JAVA	First half of February.
TJIMANOEH.	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS.	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI.	JAVA	Second half of February.	JAPAN	Second half of February.
TJITAROEM.	JAVA	First half of March.	JAPAN	First half of March.
TJILIWONG.	JAVA	First half of March.	JAPAN	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Hongkong, 7th February, 1913. 16

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.

MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE.

Kobe and YOKOHAMA.

KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 10th February, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

SHIPPING

ARRIVALS.

Atoll, British str., 3,031, S. L. Saby, 9th February—Singapore 1st February. General—Order.

Bendoran, British str., 2,387, D. T. Calley, 8th February—Moji 2nd February. Conf.—Gibb, Livingston & Co.

CARL DIERICHSEN, German str., 174, Chr. Jurgensen, 8th February—Haiphong and Hoihow 7th February. General—Jensen & Co.

DAIYA MARU, Jap. str., 1,735, K. Kobayashi, 7th February—Wakamatsu 2nd February. Coal—M. B. Y. K.

DAKOTA, German str., 2,383, W. A. Ross, 8th February—Touman 5th February, Bulk Oil—Asiatic Petroleum Co.

FOOSHING, British str., 1,424, W. S. Walsh, 8th February—Mexico 2nd January. General—Jardine, Matheson & Co.

FUTALA, British str., 2,705, H. W. Tallent, 7th Feb.—Japan 3rd February, Cal—Jardine, Matheson & Co.

HAIYAN, British str., 1,180, J. S. Roach, 9th February—Swatow 8th February, General—Douglas, Lapraik & Co.

HAN KONG, Chinese str., 1,202, J. Halket, 8th February—Shanghai 4th February, General—Chinese.

KUCHIANG MARU, Japanese str., Takayama, 8th February—Moji 1st February. Coal—Mitsui Bussan Kaisha.

KAIKOW MARU, Jap. str., 2,044, J. Yawamoto, 8th February—Swatow 7th Feb. General—Onaka Shosha Kaisha.

LARIES, British str., 1,340, W. Wain, 8th February—Saigon 4th February, Rice and General—Chinese.

LAHANO, British str., 2,225, R. J. Tadd, 8th Feb.—Moji 3rd Feb. Coal and General—Jardine, Matheson & Co.

NAHCH, British str., 6,701, A. Collyer, 8th February—London 28th December, General—P. & O. S. N. Co.

PEMBROKESHIRE, British str., 2,999, W. Barrett, 8th Feb.—Shanghai 4th Feb. General—Jardine, Matheson & Co.

PERUWANG, German str., 1,373, Chr. Goswisch, 8th February—Quang Yen 2nd February, Stone—Java-China-Japan Line.

QUARTA, German str., 1,446, H. Madeln, 9th February—Saigon 4th February, Rice—Chinese.

SIAM, British str., 992, V. Pryne, 8th February—Hongkong 5th February, Coal—Chinese.

SIKANG, French str., 615, E. de Catalano, 9th February—Haiphong 7th February, General—Messageries Maritimes.

TOO SUI, Chinese str., 987, Markussen, 8th February—Saigon 4th February, Rice—Chinese.

TOSA MARU, Japanese str., 3,610, T. Satow, 9th February—Yokohama 27th January, General—Nippon Yusen Kaisha.

YUNNAN, British str., 1,236, H. W. Fedt, 8th February—Daly and Cheong 2nd Feb. General—Butterfield & Swire.

DEPARTURES.

BENVENUE, British str., for Nagasaki, 25th Feb.

DATO MARU, Japanese str., for Canton, ELAN, British str., for Shanghai.

EMPEROR OF JAPAN, British str., for Shanghai, 25th Feb.

FOOKSANG, British str., for Singapore, 15th Feb.

ISSEYANG, British str., for Takao, 15th Feb.

LOONGSANG, British str., for Manila, 15th Feb.

ONGSANG, British str., for Chingwan, 15th Feb.

SABINE RICKERS, Dutch str., for Hlow, 15th Feb.

SHANG, British str., for Port Courtlet, 15th Feb.

SIAM, British str., for Canton, 15th Feb.

TRANQUER, Danish str., for Yokohama, 15th Feb.

DATO MARU, Japanese str., for Swatow, 15th Feb.

HACHING, British str., for Amoy, 15th Feb.

HAMUX, British str., for Swatow, 15th Feb.

PEMBROKESHIRE, British str., for London, 15th Feb.

YATSHING, British str., for Yokohama, 15th Feb.

YUNNAN, British str., for Canton, 15th Feb.

SHIPPING REPORTS.

The British str. *Haitan* reports: Moderate N.E. breeze and sea, fine and clear.

The British str. *Atoll* reports: Strong E. and N.E. winds and high rough sea and swell.

The Chinese str. *Hsu Kong* reports: Fog on Yangtze on 4th; thence to Hongkong strong monsoon and heavy sea.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* sailed from Manila for this port on the 8th February, between 2 and 4 p.m., and is due in Hongkong on the 10th February, at 9 a.m.

The P.M. str. *China*, with the American mail, will sail from Yokohama for this port, via Kobe, Nagasaki, and Manila, on the 7th February, between 10 a.m. and noon.

The P.M. S.S. Co. str. *Manchuria* left San Francisco for this port, via Honolulu, the usual Japan Ports and Manila on Thursday, the 23rd inst.

The T.K.K. str. *Chiyo Maru* leaves San Francisco for Hongkong via usual ports of call and Manila on the 1st February, and may be expected here on the 4th March.

THE AUSTRALIAN MAIL.

The E. & A. str. *Adenham* from Sydney, etc., is due to arrive at Manila to-day.

The E. & A. str. *Empire*, from Sydney, etc., left Port Darwin on the 2nd February for this port (via Timor and Manila).

The N.Y.K. str. *Kugano Maru* (Australian Line) left Manila for this port on the 8th February, and is expected here on the 10th February.

THE CANADIAN MAIL.

The C.P.R. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 27th January, a.m.

The Apoc str. *Argonaut* from Shanghai and Kobe, left Moji, on the 5th February, a.m., and may be expected here on or about 10th February, a.m.

The R.V.F. str. *Yaradur* left Colombo on the 28th January, and is expected to arrive in Hongkong on the 11th February.

The str. *Thonava* from Calcutta left Singapore on the 5th inst., and may be expected here on or about the 11th inst., a.m.

The H.A.L. str. *Suevia* left Singapore on the 5th inst., a.m., and may be expected here on or about the 12th inst., a.m.

The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 26th January, and is due in Hongkong on the 20th March.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA	COMFORT.	From HONGKONG calling at
27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA		Kobe (via Inland Sea),
27,000 tons, twin screws.		YOKOHAMA and HONO-
KOREA	SAFETY.	LULU (the Paradise of the
18,000 tons, twin screws.		Pacific) through Service via
SIBERIA	SPEED.	NEW YORK to Europe.
18,000 tons, twin screws.		
NILE ... 11,000 tons.		
Also CHINA ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
SIBERIA ... 27,000	...	TUESDAY, 18th Feb, at 1 p.m.
CHINA ... 27,000	...	TUESDAY, 25th Feb, at 5 p.m.
MANCHURIA ... 27,000	...	TUESDAY, 4th Mar, at 1 p.m.
NILE ... 11,000	...	TUESDAY, 18th Mar, at 5 p.m.
MONGOLIA ... 27,000	...	TUESDAY, 25th Mar, at 1 p.m.
KOREA ... 18,000	...	TUESDAY, 15th April, at 3 p.m.
PERFIA ... 9,000	...	TUESDAY, 22nd April, at 1 p.m.
SIBERIA ... 27,000	...	TUESDAY, 6th May, at 1 p.m.

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb ... CHINA	21st Feb.	21st Feb.	MANCHURIA 23rd Feb.
18th Mar ... NILE	20th Mar.	8th Mar.	NILE 10th Mar.
15th Apr ... PERFIA	17th Apr.	16th Mar.	MONGOLIA 18th Mar.
13th May ... CHINA	15th May.	5th Apr.	PERFIA 7th Apr.
3rd June ... NILE	5th June.	13th Apr.	KOREA 15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
					Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNFRIC" ... 3,000 tons ... End of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 15th Feb. "TYMERIC" 2nd Mar.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[38-39-40]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.

"MONTEAGLE" ... SAT., 8th Mar.

"EMPEROR OF INDIA" ... SAT., 5th Apr.

"EMPEROR OF JAPAN" ... SAT., 26th Apr.

"MONTEAGLE" ... SAT., 17th May.

FOR LIVERPOOL.

From St. John.

"EMPEROR OF IRELAND" ... FRI., 4th Apr.

"EMPEROR OF IRELAND" ... FRI., 2nd May.

"ALLAN LINE" ... FRI., 23rd May.

"EMPEROR OF BRITAIN" ... FRI., 18th June.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10 Intermediate Steamship) \$49 " \$21.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and ABOUT THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE and MOJI.	STEAMERS	TO SAIL
"SHANGHAI, KOBE and MOJI."	"NANSANG"	Monday, 10th Feb. Noon.
"SHANGHAI, KOBE and MOJI."	"KWONGSANG"	Wed., 12th Feb. D'light.
"SINGAPORE, PENANG & CALCUTTA"	"LAISANG"	Friday, 14th Feb. Noon.
"MANILA"	"TAISANG"	Saturday, 15th Feb. 2 p.m.
"MANILA"	"YUENSANG"	Saturday, 22nd Feb. 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KITSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Ports, Choofo, Tientsin, Daluy, Weihaiwei, Tsingtau and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 10th February, 1913.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "FUTALA," 4,154 tons gross, Capt. H. W. Tallent, will be despatched for SINGAPORE, PENANG and RANGOON on the 10th Feb., at Noon, taking Cargo at Current Rates.

EASTWARD.

The S.S. "QUILLOA," 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBE on the 13th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 6th February, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

FOR SHANGHAI, KOBE & YOKOHAMA.	STEAMERS	DATE	DEPARTURE
"SHANGHAI, KOBE & YOKOHAMA."	"DEN OF CROMBIE"	About 10th Feb.	LONDON & ANTWERP.
"SHANGHAI, KOBE & YOKOHAMA."	"CAEMARTHENSHIRE"	About 1st Mar.	SHANGHAI, KOBE & YOKOHAMA.
"SHANGHAI, KOBE & YOKOHAMA."	"DEN OF GLAMIS"	About 10th Mar.	SHANGHAI, KOBE & YOKOHAMA.

* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 17th January, 1913.

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"PAUL LECAT."

Captain Lancelotti, will be despatched for the above Ports TO-MORROW, the 11th Feb., at or about 8 a.m.

For Freight or Passage, apply to E. THOMAS, Agent.

Hongkong, 10th February, 1913.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAWADI."

Captain Charters, will be despatched as above on MONDAY, 17th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th February, 1913.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. The Steamship

"HIMALAYA."

Captain H. G. Evans, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, via ADEEN, on SATURDAY, 15th February, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORAA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Only Silk and Valuable Cargo for France and London will be received for shipment by this Vessel and will be transhipped at Colombo into the Mail Steamer proceeding via Bombay direct to Marseilles and London. Silk and Valuable Cargo for Bombay will be transhipped to the "MORAA" at Colombo; other Cargo for Bombay will be conveyed via Aden in the s.s. "HIMALAYA." Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd February, 1913.

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA PORTS & SUEZ CANAL

(With Liberty to call at the Malabar Coast.)

S.S. "INDRADEO"

On or about 26th Feb. 1913.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 28th January, 1913.

PASSENGERS.

DEPARTED.

Per *Hsin Kong*, from Shanghai, Mr. H. Kiger.

Per *Pembroke*, from Shanghai, Messrs. Oswald, Chate and Andrews.

Per *Italian*, from Swatow, Mr. Munton.

Mr. A. Riggs and Mr. Crowther.

Per *Namur*, for Hongkong from London, Mr. P. Elsom, Mrs. Walters and infant, Lieut. W. R. Barker, from Marseilles, Mr. E. W. Adams, from Perth Sweetenham, Mr. A. Allen, Mr. and Mrs. W. Muir, infant and amish, from Singapore, Mr. A. J. Ross and servant, Mr. A. Taylor, Lieut. C. A. Browne and Mr. C. G. Hannam.

DEPARTED.

Per *Derfflinger*, for Japan, etc., Mr. A. Reiter, Mr. Campbell, Miss A. Edwards, Mr. F. A. Scanton, Miss S. Hart, Mr. F. L. Trevor, Mr. W. T. Chisholm, Mr. D. W. Dietmar, Bishop and Mrs. Bashford, Mr. W. N. Brewster, Miss L. F. Dahl, Mr. J. H. Franklin, Mr. F. A. Joseph, Mr. Webster and partly, Mr. E. C. Lobenstein, Mr. A. S. Brochmann, Mr. J. H. Geldart, Dr. Plaso, Mr. F. Bumann, Mrs. R. Behn, Mr. W. J. Ralph, Mr. Dutpays, Mr. J. Lambouy, Mr. V. Levisson, Mr. G. Maution, Mr. E. Regout, Dr. and Mrs. W. B. Bellinghurst, Dr. Gibson, Mr. and Mrs. A. Sommers, Mr. Ch. Francois, Mr. and Mrs. V. Hamaruchi, Mr. R. F. Currell, Miss F. Ishiwari, Mr. T. Tonula, Mr. Tamo, Mr. K. Kodama and son and Mr. A. P. Carneiro.

PASSED THE CANAL.

January 14th—*Australian*, *Derfflinger*, *Liberia*, *Ping Suey*, *Friam*, *Suevia*, *Africa*, 17th—*Andalusia*, *Austria*, *Erroll*, *Isidore*, *Unicaster Castle*, *Silena*, *Tango Maru*, *Tangse*, *Paul Lecat*, 21st—*Kemur*, *Myasaki Maru*, *Myrmidon*, *Stentor*, *Atrous*, *Ecclesia*, 24th—*Calcedon*, *Myone*, *Perseus*, *Sicilia*, *Glenfary*, *Nauken*, 28th—*Benalder*, *Calchae*, *Ernest Simons*, *Indrasanha*, *Picho*, *P. E. Friedrich*, *Welsh Prince*, *Alesia Annam*, 31st—*Denbighshire*, *Kamo Maru*, *Kitano Maru*, *Kleist*, *Nera*, *Ningchou*, *Sachsen*, *Egmont Castle*, 4th—*Idomeneus*, *Laertes*, *Elleris*, 7th—*Kemur*, *Nyanga*, *Uleus*, *Demodocus*, *Sumatra*.

ARRIVALS AT HOME.

February 7th—*Kamo Maru*, *Kleist*, *Myone*, *Nippon*.

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50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. R. RND, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

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